

**Eastside Transportation Partnership (ETP)**

**January 25, 2008**

**REVISED**

**Meeting Summary**

**Members**

Mayor Ava Frisinger	Issaquah (Chair)
Councilmember Don Gerend	Sammamish (Vice Chair)
Councilmember Phil Noble	Bellevue
Deputy Mayor Sandra Guinn	Bothell
Councilmember Patrick Ewing	Bothell
Councilmember Josh Freed	Bothell
Councilmember Gerard Cattin	Duvall
Councilmember Josh Schaer	Issaquah
Mayor David Baker	Kenmore
Doug Hodson	King County (Alternate)
Councilmember Dave Asher	Kirkland
Councilmember Mary-Alyce Burleigh	Kirkland
Councilmember Sonny Putter	Newcastle
Councilmember Kimberly Allen	Redmond
Councilmember Nancy McCormick	Redmond
Councilmember Don Persson	Renton
Councilmember Fred Butler	Sound Transit
Charlie Howard	Puget Sound Regional Council
Dick Paylor	ETA

**I. Welcome of New Members**

Mayor Frisinger welcomed the following new members to ETP:

Councilmember Josh Schaer, City of Issaquah  
Mayor David Baker, City of Kenmore  
Deputy Mayor Milton Curtis, City of Kenmore  
Councilmember Nancy McCormick, City of Redmond  
Mayor John Marchione, City of Redmond  
Mayor Mark Nelson, City of Medina  
Mayor Fred McConkey, Town of Hunts Point

**II. Public Comment**

Mr. Will Knedlik provided the Partnership with documents regarding alternative concepts about unallocated revenue from the Sound Transit East King County subarea, and State Route 520 funding allocations.

**III. January 11, 2008 Meeting Summary**

The meeting summary of January 11, 2008 was approved as amended.

#### **IV. Discussion of ETP Legislative Subcommittee Recommendations on Governance Principles**

Councilmember Cattin, subcommittee chair, began by explaining the subcommittee's recommendations to the legislature on transportation governance, which focus on the principles that should be considered. Because legislation changes quickly during the session, the subcommittee chose to recommend "principles" rather than specific positions. General recommendations included allowing participation by cities and counties, retaining local control over land use and transportation planning and implementation, retaining subarea equity, and seeking new funding sources. Councilmember Cattin recognized the concern expressed by several ETP members that more money will fix the transportation problems of the region, and agreeing that insufficient funding is only a part of the issue.

Councilmember Allen distributed copies of Redmond's staff proposed revisions to the subcommittee's recommendations on governance for ETP's review. She explained that the revisions provide a shorter and more direct statement, since legislators have limited time to review such documents. Councilmember Allen suggested that ETP's statement focus on just bringing up issues that are at risk, which were found in the first set of the subcommittee's recommendations. Her suggestion also numbered the recommendations to reflect the degree of importance. Since the second set of bullets was largely covered in the Regional Transportation Commission's (RTC) report, Redmond's recommendation was to remove them so that the focus could be on the major principles.

Councilmember Noble indicated that the suggested changes to the first few paragraphs were acceptable, but explained that he believed all the bulleted points were important. He supported retaining the second set of bullets to accentuate the importance to ETP of those points made in the RTC report.

Mr. Paylor noted that it was important to reference the RTC report, and supported the recommendation to retain the concept of subarea equity. He added that the tone of the letter read as if ETP was saying, "everything is fine, send more money." He recommended that the statements also support the use of performance based planning and cost/benefit analysis, which is an existing requirement but not used to the extent he would like. Councilmember Ewing agreed with Mr. Paylor's interpretation of the subcommittee's recommendation regarding funding. He identified the following issues as important for the governance discussion: defend subarea equity, provide more diversity on the Sound Transit Board, and clarify roles and responsibilities of various entities such as King County, the Regional Transportation Investment District, etc.

Charlie Howard provided a legislative update on current bills in before the State Legislature. Currently, the proposed governance legislation supports a single transportation entity that would have responsibility for both roads and transit in the region. This is a Senate proposal, and the House has yet to propose a similar bill. As written, the bill does not include any specific language on subarea equity.

Councilmember Putter added that his conversations with some legislators revealed that they see this initial governance legislation as a starting point for reform, but that they do not believe that the governance bill will be adopted in this legislative session. Something substantial is more likely to be adopted in the 2009 session. With this in mind, ETP should consider what is appropriate for the 2008 session. In addition, Councilmember Putter asked what the subcommittee meant by stating that cities and counties should be represented.

Councilmember Cattin responded, stating that the subcommittee wanted cities and counties to be able to participate in the process, potentially in advising, sharing public opinion or in policymaking.

Councilmember Putter responded stating that he has a different view on local elected officials' participation in regional policy. He stated that local elected officials are the problem in regional policymaking since they have no interest in looking out for constituents outside of their jurisdictions. Individuals want to prioritize projects in their area, and this makes it hard to promote something that has a regional approach. By trying to please everyone, regional packages have not been successful. Councilmember McCormick disagreed with Councilmember Putter, stating that as ETP chair, she believed they achieved a great deal. She further stated that legislators typically have very little time during the legislative session, so focusing on three key points is a better way to convey a message. She added that she supports Redmond's revised version of the letter.

Councilmember Freed suggested more aggressive and prescriptive recommendations requesting legislative actions that make specific and speedy changes.

Councilmember Asher added that he supports points one and two in Redmond's revision, and recognizes that point three (subarea equity) will be an issue in the legislature. He suggested lobbying state legislators along with other jurisdictions to emphasize the importance of subarea equity.

Charlie Howard presented the PSRC Executive Board's legislative priorities which were approved on January 24.

Deputy Mayor Guinn added that it is important to develop a transportation strategy that starts with a focus on a transportation "spine" as the basis from which service connections to other destinations extend, much like other cities in the nation have. She also suggested adding a recommendation to support cost/benefit analysis and performance based planning. Due to limited time, Chair Frisinger asked the ETP members if they were ready to act upon the governance language recommendation as amended. (The amendments had all been adopted at this point), which effectively stopped debate. Councilmember Putter expressed concern about closing further debate, indicating that he did not support the recommended position on additional funding, and noting that he wanted to offer an amendment to remove the second paragraph. In the interest of time, a majority of ETP members agreed to end debate and act on the recommendations as revised.

**ACTION:** ETP approved the following recommendations (changes from subcommittee recommendations are shown):

**ETP POSITION STATEMENT ON REGIONAL TRANSPORTATION GOVERNANCE  
PRINCIPLES  
FOR 2008 LEGISLATIVE SESSION**

**Message to State Legislators:**

As a collaborative effort among jurisdictions and agencies, the Eastside Transportation Partnership (ETP) is committed to providing input to the legislature on its priorities and concerns. ETP has already provided recommendations to the 2008 legislature on project priorities and on several policy issues. (See attached)

ETP recognizes that the process for making transportation decisions in this region has been complicated, time consuming, and not readily understandable by the public. We have, however, seen significant progress in the delivery of transportation projects in recent years, due in large part to additional funding by state, local and regional agencies. While the existing decision making structure and process could be streamlined, substantial performance increases can only be achieved with significant additional funding commitments.

**If changes are made to the regional transportation governance structure, ETP urges that the following principles be included:**

**It is vital to ETP that the following foundational principles guide the legislature's decision making around the issue of governance and inform any changes to the structure and process for making transportation decisions in the Puget Sound region:**

1. Provide for meaningful and balanced participation by cities and counties in any new decision making structure and process
2. Local land use and transportation planning and implementation should be retained at the local level
3. Subarea equity should be retained in making funding decisions
4. **Seek sustainable funding sources and strategies based on an integrated system approach that balances federal, state, regional and local funding**

In addition, any new governance structure must also:

- Be accountable
- Be transparent and open in its processes
- Focus on regional issues and needs
- Reduce bureaucracy and insure that no new governmental layers result
- Adopt and follow a clear plan with clearly stated goals and objectives that priorities the project list based on system performance, mobility improvements and safety
- Not detract from or remove transportation projects that are already planned and funded
- Not delay progress on the delivery of regional transportation improvements

- **Ensure that transit funds that are already collected continue to be reserved for the approved transit purposes**
- **~~Seek sustainable funding sources and strategies based on an integrated system approach that balances federal, state, regional and local funding~~**
- **Support cost benefit analysis/performance based planning that compares all alternatives**

Other Attendees:

David Godfrey, Kirkland	Trinity Parker, Sound Transit
Terry Marpert, Redmond	Richard Tait, ETA
Will Knedlik, ETA	